

MBTA Capital Program - Federal Funding
 FFY 2025-2029 Transportation Improvement Program (TIP) - November 2024 Amendment

Federal Funding Program	ALI	2025	2026	2027	2028	2029	FFY25-29 Total (Federal)	FFY25-29 Total (Incl. Match)
5307		\$191,537,708	\$196,449,783	\$196,449,783	\$196,449,783	\$196,449,784	\$977,336,841	\$1,221,671,051
Bridge & Tunnel Program	12.24.05	\$0	\$18,300,000	\$18,300,000	\$18,300,000	\$18,300,000	\$73,200,000	\$91,500,000
Revenue Vehicle Program	12.12.00	\$103,571,646	\$133,439,950	\$133,439,950	\$133,439,950	\$133,439,950	\$637,331,446	\$796,664,308
Signals/Systems Upgrade Program	12.63.01	\$58,784,724	\$24,291,705	\$24,291,705	\$24,291,705	\$24,291,706	\$155,951,545	\$194,939,431
Stations and Facilities Program	12.34.00	\$29,181,338	\$20,418,128	\$20,418,128	\$20,418,128	\$20,418,128	\$110,853,850	\$138,567,313
5337		\$257,492,955	\$240,135,478	\$240,135,478	\$240,135,478	\$240,135,477	\$1,218,034,866	\$1,522,543,583
Bridge & Tunnel Program	12.24.05	\$58,237,593	\$62,445,844	\$62,445,844	\$62,445,844	\$62,445,844	\$308,020,969	\$385,026,211
Revenue Vehicle Program	12.12.00	\$53,304,427	\$52,025,862	\$52,025,862	\$52,025,862	\$52,025,862	\$261,407,875	\$326,759,844
Signals/Systems Upgrade Program	12.63.01	\$45,352,488	\$31,261,971	\$31,261,971	\$31,261,971	\$31,261,970	\$170,400,371	\$213,000,464
Stations and Facilities Program	12.34.00	\$100,598,447	\$94,401,801	\$94,401,801	\$94,401,801	\$94,401,801	\$478,205,651	\$597,757,064
5339		\$18,439,418	\$6,448,524	\$6,448,524	\$6,448,524	\$6,448,525	\$44,233,515	\$55,291,894
Bus Program	11.14.00	\$18,439,418	\$6,448,524	\$6,448,524	\$6,448,524	\$6,448,525	\$44,233,515	\$55,291,894
FFY25-29 FTA Formula Funding		\$467,470,081	\$443,033,785	\$443,033,785	\$443,033,785	\$443,033,786	\$2,239,605,222	\$2,799,506,528
Other Federal		\$1,935,638,381	\$162,500,000	\$162,500,000	\$162,500,000	\$162,500,000	\$2,585,638,381	\$3,004,485,993
RRIF Financing - PTC/ATC/Fiber	12.63.01	\$100,085,333	\$0	\$0	\$0	\$0	\$100,085,333	\$100,085,333
RRIF/TIFIA Financing Program (Potential Loan)	12.24.05	\$162,500,000	\$162,500,000	\$162,500,000	\$162,500,000	\$162,500,000	\$812,500,000	\$812,500,000
Green Line CIG-Core Capacity (Proposed Funding)	12.23.03	\$1,507,020,668	\$0	\$0	\$0	\$0	\$1,507,020,668	\$1,883,775,835
Worcester Union Station (WRTA)	12.34.02	\$2,312,063	\$0	\$0	\$0	\$0	\$2,312,063	\$2,890,079
Attleboro Station Improvements (GATRA)	12.34.02	\$516,277	\$0	\$0	\$0	\$0	\$516,277	\$645,346
Lynnway Multimodal Corridor (RAISE)	11.23.01	\$20,250,000	\$0	\$0	\$0	\$0	\$20,250,000	\$27,000,000
Wonderland Multimodal Connector (CPF)	11.23.01	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000
Alewife Station and Garage Technical Asst. (IFACGP)	12.71.01	\$1,195,800	\$0	\$0	\$0	\$0	\$1,195,800	\$1,391,600
Columbus Ave. Bus Lane Ph. II (CMAQ)	11.23.01	\$27,240,000	\$0	\$0	\$0	\$0	\$27,240,000	\$34,050,000
Lynn Station Improvements (STP)	12.34.02	\$38,480,000	\$0	\$0	\$0	\$0	\$38,480,000	\$48,100,000
Lynn Broad Street Corridor TSP (CMAQ)	11.23.01	\$238,240	\$0	\$0	\$0	\$0	\$238,240	\$297,800
Jackson Sq. Station Access Impr. (CMAQ)	12.34.02	\$26,800,000	\$0	\$0	\$0	\$0	\$26,800,000	\$33,500,000
Fairmount Line Decarbonization (CRP)	12.23.03	\$15,000,000	\$0	\$0	\$0	\$0	\$15,000,000	\$18,750,000
Systemwide Flood Mitigation (PROTECT)	12.33.03	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$5,000,000
Rail Transformation - Early Action CMAQ	12.24.03	\$16,000,000	\$0	\$0	\$0	\$0	\$16,000,000	\$20,000,000
Central Station Accessibility Project (CMAQ)	12.33.02	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$5,000,000
Nubian Square Bus Circulation Improv. (CMAQ)	12.33.01	\$4,000,000	\$0	\$0	\$0	\$0	\$4,000,000	\$5,000,000
Pedal & Park System Modernization (CMAQ)	12.43.42	\$2,000,000	\$0	\$0	\$0	\$0	\$2,000,000	\$2,500,000
FFY25-29 Total Federal Funding		\$2,403,108,462	\$605,533,785	\$605,533,785	\$605,533,785	\$605,533,786	\$4,825,243,603	\$5,803,992,521

Note:

FTA formula funds (5307, 5337 and 5339) are based on estimated apportionments for FFY25-29. FFY25 includes unobligated carryover funds.

TIP programs and projects are based on the FY25-29 CIP and pending federal obligations as of Nov-24. Adjustments may be made to federal projects and budgets as the FY25-29 CIP is implemented and the FY26-30 CIP is developed.

The Activity Line Item (ALI) codes are preliminary only and generally reflect the bulk of the TIP program. Within a program there may be several different ALI codes used.

RRIF loan funding for the PTC/ATC/Fiber Resiliency project is based on the currently planned drawdown schedule and is subject to change.

RRIF/TIFIA financing program funding is an initial estimate and will be refined as projects are identified and loans are finalized with the Build America Bureau.

This table excludes MBTA discretionary grant funding that was already included in FFY25-29 TIP Amendment #3, presented to the Boston MPO on 10/24/2024.

The "Green Line CIG-Core Capacity (Proposed Funding)" line item represents a preliminary estimate of the MBTA's future FTA CIG-Core Capacity grant application and is a demonstration of the MBTA's participation in the discretionary program. If awarded, this grant would support a number of Green Line Projects intended to increase system capacity by no less than 10%. Each Project will be funded by a combination of FTA Core Capacity grant funds, FTA Boston UZA formula funds and MBTA local match. This line item only reflects the proposed Core Capacity funding. Projects P0591, P1010, P0921, P1102, P1105, P0920, P1011, P1103, P1101, P1136, P0923, P1334, P0922, P1337, P1338, and P0924 are approved in the transit element of the endorsed FFY25-29 Boston Region TIP and the Transit Investment Report of the FFY25-29 Massachusetts STIP. These Projects are elements of the MBTA's Core Capacity application and are identified in the project listing presented to the Boston MPO. Through the MBTA CIP, Boston Region TIP, and Massachusetts STIP, MBTA has committed the use of \$282,025,316 of Boston UZA 5337 formula funding to support the completion of these projects. Upon award, Projects, budgets, and funding sources will be amended as required.